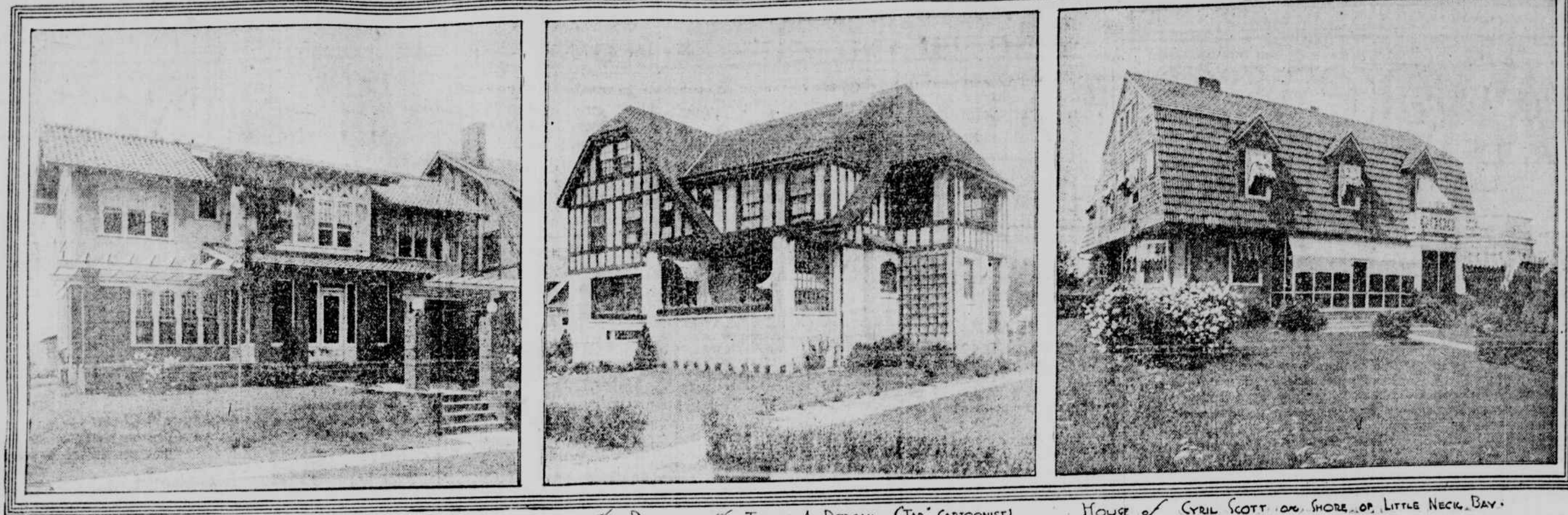


# In REALTY ZONES of GREATER CITY and SUBURBS



ALAN DALES HOME      THE DWELLING OF THOMAS A. DORGAN (TAD) CARTOONIST      HOUSE OF CYRIL SCOTT ON SHORE OF LITTLE NECK BAY.  
SOME MODERN HOUSES AT PICTURESQUE BAYSIDE, LONG ISLAND.

## BAYSIDE ALLURING

Charms of This Fine Town Becoming More Widely Known.

## IMPROVING TRANSIT LINKS

Propositions for Flushing-Bayside Elevated Extension Likely To Be Approved.

Bayside is one of the most entrancing residential suburbs of the greater city. For years it has been noted for its large number of modern houses, occupied by persons prominent in society and business, and for its manifold opportunities for enjoying outdoor life at all seasons of the year.

Yet Bayside is a part of the greater city, being centrally located in the charming Borough of Queens, thirteen miles distant from the Pennsylvania station at 53d street and Seventh avenue, along the North Shore division of the Long Island Railroad.

Millions are being spent by the Long Island Railroad to transform the North Shore division into a rapid transit electric line, and to eliminate also all grade crossings from Long Island City to a point beyond the Queens boundaries of old New York.

This work of transformation was begun some years ago, and has attracted widespread attention owing to the widening of the real estate chances in the district as a result of this gigantic undertaking. Electric trains have been running over the North Side division from the Pennsylvania station to Corona for some months. At Corona passengers bound for stations north change to steam trains, which run between Long Island City and Port Washington. But this change will

soon be a thing of the past, as the electrification of the entire North Side division is expected to be completed in the near future.

Within the next few years Bayside is likely to be brought within the dual rapid transit system of the city. And if this proposition takes concrete form the town will be in the 5-cent fare zone of New York, as one of the terms of the Public Service Commission, in relation to the enlargement of the subway and elevated lines of the city, is that the fare from one terminus to another be 5 cents. In regard to this fare question the Public Service Commission recently said: "With territory allotted to each company the rate of fare for a continuous ride will be 5 cents. This will include transfers from new to old lines, or vice versa on each company's system, but will not include transfers between lines operated by the Interborough Rapid Transit Company and lines operated by the Brooklyn Rapid Transit Company, nor from elevated to subway lines of the Interborough Company."

In view of these projects Bayside is right in the pathway of the most important rapid transit improvements planned for the Borough of Queens. It will, therefore, be a large beneficiary of the dual subway system, as already projected. Every subway, surface and elevated line in Queens will help to mould the building form of the town.

On March 23 the contracts for the dual subway system were signed by the Public Service Commissioners and representatives of the Interborough Company and the Brooklyn Rapid Transit Company.

Briefly, the Borough of Queens will gain, as a result of those contracts, a series of all rail routes into the heart of old New York.

From the Queensboro Bridge Plaza is to be built a three-track elevated structure, which will have its easterly terminus in Sycamore street, Corona. Both the Interborough and the Brooklyn Rapid Transit will have joint trackage rights over that elevated structure.

The Steinway tube, which runs from Long Island City to a point near the Grand Central station, is to be extended both easterly and westerly. Its westerly terminus will be at Times Square, and its easterly end will be at the Queensboro Bridge Plaza in the Borough of Queens. The Interborough line owns the Steinway tube, and, therefore, the tube route will form a spur into the heart of Long Island for the subway to be built from the Battery through Seventh avenue to Times Square. That Seventh avenue line will be four tracks north of Park Place, and will extend through the business heart and the chief amusement centre of old New York.

The Second avenue line, also owned by the Interborough, is to have a spur from 60th street to the easterly side of the Queensboro Bridge Plaza, and will be connected with the elevated structure already planned to be built to Corona.

The Brooklyn Rapid Transit Company, under the provisions of the dual subway system, has the right to tie its South Brooklyn elevated roads, including the Coney Island roads, to the Brooklyn Fourth avenue subway, and through that subway, by way of a new tunnel from Montague street, Brooklyn, to Whitehall street, Manhattan, and from Whitehall street up Broadway to 42d street, and thence up Seventh avenue to 59th street. This Brooklyn Rapid Transit route will extend east on 59th street to and over the Queensboro Bridge, there to connect

## HOUSES WELL BUILT

Cottages Vastly Superior to Those Put Up Ten Years Ago.

## GOOD POINTS DESCRIBED

Burdens of Many Housewives Have Been Considerably Lightened.

By George Harnden, Bayside, Long Island.

Buildings erected to-day to sell in the open market are vastly superior to those structures of the same class erected ten years ago. The public now knows most of the weak points of building, and can no longer, therefore, be induced to buy some faulty building under the spell of a persuasive talker.

The present day houses should last at least forty years without undergoing expensive repairs. The speculative houses of other days were old and worn out after twenty years. And during that time it was often necessary to spend vast sums in keeping them in goodly order.

Volumes of entertaining reading could unquestionably be written about the superiority of the up-to-date speculatively

## THE GROWTH OF CORONA

Development One of Brightest Building Records.

## ACTIVITY OF A BUILDER

Thomas Daly Has Erected Over 300 Houses in the Section in Last Ten Years.

The growth of Corona within recent years has been one of the brightest features of the building record of the Borough of Queens. And the expansion of the residential strength of this beautiful suburban town, with many historic associations, has not been the result of boom methods. It has, however, been based on necessary speculative activities. Improved rapid transit service, especially the operation of electric trains of the Long Island Railroad to the Pennsylvania terminal, has been one of the principal factors in this unusually active building operation.

Corona has all the charms of many notable New England towns, and yet possesses every city convenience, with room for larger growth along the same substantial building lines.

A casual inspection of this bustling suburban place will quickly reveal some of its most salient charms. On all sides will be seen large cottages, set well back from the street and occupying spacious grounds beautifully laid out. Most of the new streets follow the course of the old familiar avenues and lanes of the town when Washington had, according to some authenticated records, his headquarters there in the Revolutionary days.

Many of the villa sites of Corona are bordered by splendidly kept hedges.

Owing to its rapid growth the town has recently had to have its school facilities enlarged. A modern school structure is now being built by the city at Park avenue and 43d street. Besides excellent public schools Corona has splendid private institutions of learning, its parochial schools being far famed.

Moreover, Corona has flourishing churches of all denominations, and some of the churches are considering plans for new houses of worship. The social side is not lacking either, as there are some strong and popular social associations and civic organizations.

The city for a long time paid little attention to the needs of Corona as regards streets and other improvements. Of late years its attitude toward the place has been just the contrary.

All the city officials are awake to the fact that the town has added millions of taxable assets to the city in the last five or ten years, and that in return the town should receive every consideration in the way of necessary public improvements. The Public Works Department has already begun the changing of many thoroughfares in the town from dirt roads to asphalted or concrete highways. Jackson avenue throughout its entire length at this point is to be made into a public street alluring to automobilists, and therefore all kinds of vehicular traffic.

An idea of the rapid growth of Corona may be had from the fact that Thomas



WILLIAM F. SHEEHAN.  
Energetic broker and appraiser of Bayside, Long Island.

point beyond the Queens boundaries of old New York.

This work of transformation was begun some years ago, and has attracted widespread attention owing to the widening of the real estate chances in the district as a result of this gigantic undertaking. Electric trains have been running over the North Side division from the Pennsylvania station to Corona for some months. At Corona passengers bound for stations north change to steam trains, which run between Long Island City and Port Washington. But this change will



J. WILSON DAYTON.  
Secretary of the John Dayton Corporation, builders of Bayside, Long Island.

about a month, and that before the end of the summer this proposed extension will be a part of the dual subway system.

The plan provides for a two-line elevated road extending through the heart of Flushing on Amity street, one block north of the Long Island Railroad, then running to 15th street, where it crosses the Long Island Railroad tracks, to Lacerne Place and Station Road, and then continuing through Warburton avenue to the Bayside Boulevard, on the westerly shore of Little Neck Bay.

The Bayside terminus will be about six blocks north of the Oakland Golf Club. The length of the extension will be about five and one-half miles, and will, it is further said, immediately benefit forty thousand persons living in the district.



THOMAS DALY.  
Well known builder of Corona, Long Island.

WANT STREETS MACADAMIZED

The improving of Broad avenue by the Public Service Corporation during the last two weeks has lead the residents of Leonia Heights to petition the borough to take over the streets from Broad to Glenwood avenue and macadamize them at the earliest possible date.

Among recent sales reported by the Leonia Heights Land Company are three lots in block 73 to John Brady, four lots in block 68 to Henry S. Washburn, and a plot of three lots in block 63 to Charles L. Elselle. Mr. Elselle's plot is located on Glenwood avenue.



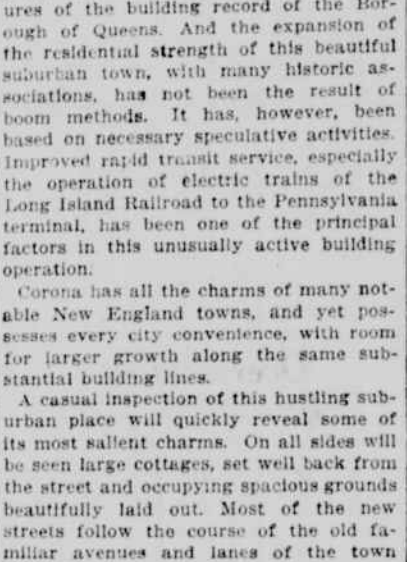
GEORGE HARNDEN.  
Successful builder of modern houses at Bayside, Long Island.

few seconds boiling hot water gushes from the pipe. What a convenience this hot water apparatus would have been considered by our grandmothers! They would have had no worries about whether or not the old kitchen range was burning well and capable of keeping warm the water in the copper boiler standing near the range.

There is always burning a little light in the gas heater, and when the faucet is turned on it quickly sets aflame many burners in the heater, and consequently in a moment or two the water rushing through the pipe is hot.

The latest innovation in building modern cottages is probably the doing away with mouldings wherever possible. In the crevices of mouldings dirt quickly collects. The effort here is to make the houses as sanitary as possible; the fewer mouldings there are the less places will be for dirt to collect.

Notwithstanding that the houses of today are better built, the cost of putting them up is cheaper than that of the best structures of the old style house. This is due to the use of concrete for footings and piers, the foundation work being done in much less time than under the old methods. There is nothing to rot in a concrete foundation, and therefore the house has a solid foundation of the best kind. The extensive use of concrete for such work has been made possible by the rapid setting of the new cement now on the market.



JOHN COE.  
Prominent builder of Bayside, Long Island.

There are plenty of green fields on every hand, and therefore children find delightful places in which to play. There is little sickness here—in fact, I consider Corona one of the most healthful places within the boundaries of the greater city. In this respect it is likely to make a better record in the near future, as modern sewer mains are to be laid through Jackson avenue and many other thoroughfares of this beautiful place.

"When the Corona elevated line is in operation—which, according to the contracts of the dual subway system, should be within a few years—Corona will be on a 5-cent fare zone to all the places in New York and Brooklyn and The Bronx, reached by the elevated route."



CATHOLIC SCHOOL AT CORONA      BIRD'S EYE VIEW OF CORONA, L.I., LOOKING SOUTH      NEW PUBLIC BUILDING